

**A REPORT OF THE AAWG  
RECOMMENDATIONS FOR REGULATORY ACTION TO PREVENT  
WIDESPREAD FATIGUE DAMAGE IN THE COMMERCIAL AIRPLANE FLEET**

## **12.0 RECOMMENDATIONS**

The following recommendations are made as a result of this study:

- That the FAA review and make changes to AC 91-56A as delineated in section 4.2.1 and 4.2.2 of this report. These changes are intended to remove ambiguous use of terminology and provide additional guidance for entities performing the structural Audit
- That the FAA fund research detailed in Section 6.0, In addition:
  - Every effort should be made to make data from tests conducted in all research programs available at the earliest possible time before formal reports are issued.
  - Tests currently funded, involving lead crack link-up, should be accomplished as soon as possible to support the first round of audits due in three years.
- That the FAA issue a subsequent tasking to ARAC to develop necessary new and/or revised certification and operational rules with advisory material to make mandatory audit requirements for MSD/MED for all transport category airplanes. This recommendation includes the development of rules and advisory material as detailed in Section 10.0.
  - Existing Transport Category Airplanes - A FAA 121 (New) Rule and/or Part 39 (Amended)
  - New Certification Programs
    - FAA 25.1529 rule revision
    - FAA 121 (New) Rule for Operator Compliance
  - FAA AC for Both 121 (New) and 25.1529 (Revised) Rule
- That WFD audits for nearly all pre-amendment 45 commercial jet airplanes should be completed and OEM documents published by December 31, 2001, with some exceptions. On other commercial jet transports, audits should be completed before the high time airplane reaches their respective design service goals.
- That a SSIP or equivalent program and Repair Assessment Program for Post Amendment 45/Pre Amendment 54 airplane be developed and implemented.
- That any rule published as a result of the subsequent tasking become effective one year after final rule publication.
- That the analysis of STCs to primary structure be held to the same audit requirements (criteria and schedule) as OEM Structure.